

KING COUNTY COMPREHENSIVE PLAN 2004
POLICY RP-307/RP-308 ANALYSIS MATRIX

1. Amended and New Policies in 2004 Plan Policies Deleted from 2003 Plan	2. Rationale for Change or Addition of Policy	3. Effect of Change or Addition of Policy	4. Cite GMA and CPPs which amendment complies with as applicable.	5. Is amendment Consistent with Functional Plans and Capital Improvement Programs or are changes to the Plans and CIPs needed?	6. Identify new Regulations or zoning changes needed to implement the amendment.
1. [RP-307(a)]	2. [RP-307(a, c)]	3. [RP-307(b)]	4. [RP-307(d, e)]	5. [RP-307(f)]	6. [RP-307(g)/RP-308]
T-101 As a countywide transportation service provider, King County establishes policy for transit and for the unincorporated area road system. General and long-range policy shall be established for the road system in the King County Comprehensive Plan and for transit in the Transit Long-Range Policy Framework. <u>The ((S))six-year development plan((s)) for the transit ((and roads systems)) system and the six-year capital improvement program for roads shall also be prepared consistent with these primary policy documents.</u>	Technical amendment to clarify different plans and programs used by King County DOT.	No effect on programs or process.	Consistent with RCW 36.70A.070, RCW 36.70A.110, and RCW 36.70A.120, and CPPs FW-19, and T-1.	N/A	No changes needed.
((T-102 In addition to involving the general public, the Roads Six Year Development Plan shall be completed with timely input from the unincorporated area councils and the subarea transportation forums.))	Technical amendment of policy intended to guide development of Roads Strategic Plan, which will be completed before the comprehensive plan is adopted. Policy is out of date.	Make consistent with status of plan development.	N/A	N/A	No changes needed.
T-10((3))2 King County should identify improvements and strategies needed to carry out the land use vision and meet the level-of-service requirements for transportation. Road improvements should be ((identified)) <u>guided by the Roads Strategic Plan</u> and prioritized in the Transportation Needs Report and Roads ((Six Year Development Plan and)) Capital Improvement Program. Public transportation projects should be identified in the improvement program of the Transit Capital Budget and the Six-Year Plan for Transit Service, and the Long Range Policy Framework For Public Transportation.	Technical amendment to make policy consistent with procedures.	Recognize and integrate Roads Strategic Plan.	N/A	Consistent with proposed change to TNR and CIP priority process.	No changes needed.

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1. [RP-307(a)]	2. [RP-307(a, c)]	3. [RP-307(b)]	4. [RP-307(d, e)]	5. [RP-307(f)]	6. [RP-307(g)/RP-308]
T-102a King County International Airport shall plan, design, and implement services, programs, and facilities in compliance with Federal Aviation Administration regulatory requirements to support a safe, secure, and efficient global aerospace system.	Ensures that King County’s airport will meet all federal standards.	The King County International Airport’s plans will be consistent with the FAA.	N/A	N/A	No changes needed.
T-10((4))3 King County should develop a long-range financial component that generally evaluates and describes funding sources and strategies to carry out the transportation element. An annual six-year ((F))financial ((P))plan should be prepared that considers transportation priorities and is used in developing the Capital Improvement Program, <u>or for nonresidential developments, revenue for needed improvements must be provided by the applicant.</u>	Provides further direction for the long range financial component of the transportation element.	Adds consideration of applicant funding for certain improvements.	N/A	N/A	No changes needed.
T-10((8))7 In areas where transit services and ridership demand warrant, the ((C))county should invest in transit supportive facilities ((and road improvements that support passenger comfort, speed and reliability, such as signal and intersection prioritization, passenger waiting areas and nonmotorized improvements through the prioritization process in the Transportation Needs Report and Capital Improvement Program.)) <u>In areas where transit services and ridership demand warrant, the ((C))county should invest in transit supportive facilities ((and road improvements that support passenger comfort, speed and reliability, such as signal and intersection prioritization, passenger waiting areas and nonmotorized improvements through the prioritization process in the Transportation Needs Report and Capital Improvement Program.)) consistent with the Capital and Service Strategies in the Six-Year Transit Development Plan.</u>	Technical amendment to policy for the development of transit supportive facilities is set in the Six-Year Transit Development Plan for 2002-2007. Rather than create the potential for conflicting language in the comp plan and the Transit Six-Year Plan, this policy can direct comprehensive plan readers to the source of particular policies.	Directs users of the comp plan to the Six-Year Transit Development Plan.	N/A	N/A	No changes needed.
T-10((9))8 King County and local cities should adopt transit supportive road design standards, site access guidelines and land use regulations to promote transit use, high-density development, mixed uses and reduced parking in the Urban Growth Area. Site design should ((be compatible with adjacent neighborhoods and compatible with pedestrian, transit and non-motorized activity)) <u>stress connectivity with adjacent neighborhoods and other land uses via pedestrian and other non-motorized facilities.</u>	Clarifies intent.	This amendment broadens the non-motorized transportation network to include connections to surrounding development.	Consistent with CPPs FW-18, T-1, T-7, and T-11.	Consistent with Six-Year Transit Development Plan.	No changes needed.
((T-112 King County should pursue the cooperation of cities and the State in developing a countywide arterial/transit route system. The system should provide preferential treatment for high occupancy vehicles including transit, and for efficient, seamless operation across jurisdiction boundaries.	Technical amendment. Regional Arterial Network has been identified.	No effect.	N/A	N/A	No Changes Needed.

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1. [RP-307(a)]	2. [RP-307(a, c)]	3. [RP-307(b)]	4. [RP-307(d, e)]	5. [RP-307(f)]	6. [RP-307(g)/RP-308]
King County, in association with local jurisdictions and the state, shall identify and develop a Regional Arterial Network system that connects urban centers and includes regionally significant arterial roadways within major transit, freight, and/or general mobility corridors. The Regional Arterial Network Plan shall be completed and submitted to the County Council for adoption of RAN-designated facilities by June 30, 2001.					
T-113 Improvements made to the Regional Arterial Network shall address the movement of both people and goods throughout the County, and shall be designed to relieve congestion and to improve mobility and access for all modes of transportation.))	Technical amendment. Regional Arterial Network has been identified.	No effect.	N/A	N/A	No Changes Needed.
T-11((5)) 2 Transportation demand and system management strategies beyond those adopted as ((€))county-regulation may be considered as one of a menu of measures to mitigate for traffic impacts of proposed development. Transportation demand and system management strategies, as well as other mitigation requirements may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act. ((Mitigation payment for new development should be based on trips generated after consideration of the effects of these additional transportation demand management measures.))	Effect of transportation demand management strategies difficult to measure relative to these new developments.	Make consistent with practices.	Consistent with RCW 36.70A.070 and CPP T-11.	N/A	No changes needed.
T-201 The transportation system should provide mobility choices for ((€))county residents, visitors and businesses in support ((of the Vision 2020 Regional Growth Strategies)) of Destination 2030, the regional transportation strategy; Vision 2020, the region's urban growth strategy; and the ((€))county's land use and development vision, goals and policies.	Clarifies and updates policy.	No effect on programs or practices.	N/A	N/A	No changes needed.
T-204 The transportation system in the Urban Growth Area should be consistent with urban development policies, and growth targets. System improvements should implement the Urban Land Use Chapter and be prioritized according to the	Technical amendment. Recognizes the Six-Year Transit Development Plan and the Roads Strategic Plan as functional plans that are consistent	Integration and consistency of transportation systems plans.	N/A	Consistent with proposed change to TNR and CIP priority process.	No changes needed.

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((process contained in the Transportation Needs Report. Mixed land uses that reduce travel demand should be supported.)) <u>capital and services strategies in the Six-Year Transit Development Plan and the goals, strategies, and actions in the Roads Strategic Plan.</u>	with the Comprehensive Plan’s transportation policies.				
T-205 The transportation system in the Rural Area and Natural Resource Lands should be consistent with their rural/resource character. Improvements should emphasize ((operations,)) safety, maintenance, ((and)) environmental quality, <u>and operational and capacity improvements that correct existing deficiencies or accommodate pipeline growth.</u>	Change provides clarification.	Corrects omission to provide a complete list of improvement types. This draft and the draft amendment to Policy T-206 clarify the language of both policies by separating the main themes resulting in one complete main theme for each policy.	Consistent with RCW 36.70A.070 and CPP LU-10.	Consistent with proposed change to TNR and CIP priority process.	May ultimately require clarification on overall consistency with GMA.
T-206 ((Improvements on arterials in the rural areas should be limited to safety, preservation, and operational and capacity improvements that accommodate existing deficiencies and/or pipeline growth.)) King County shall not construct and shall oppose the construction by other agencies of any new arterials or freeways <u>or any additional arterial or freeway capacity</u> in the Rural Area or Natural Resource Lands except ((where new arterial capacity passes through segments of)) for segments of certain arterials that pass through rural lands to serve the needs of urban areas, ((within King County has already been planned, specifically the SPAR road around Issaquah, and improvements to state and county roads located west of the Novelty Hill Master Planned Communities. Where that new arterial capacity passes through rural areas, the design of the arterials will emphasize preserving rural character and limiting rural growth.)) <u>Any capacity increases to these urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or Natural Resource lands.</u>	This change will help clarify circumstances where it might be appropriate to provide limited capacity improvements on arterials that pass through sections of rural or natural resources lands. It also specifies implementation requirements that will protect the Rural Area and Natural Resource lands from induced development while allowing King County to fulfill its mission to provide people with the transportation mobility, safety, and maintenance products and infrastructure that are a necessary part of a healthy local and regional economy.	Clarifies circumstances where capacity improvements in the rural area might be considered and specifies design requirements and other conditions that must be met to allow implementation of any such improvements. This draft amendment and the companion draft amendment for T-205 result in more clear language by separating two main themes into two policies. Requirements that must be met when implementing capacity improvements through rural or natural resource lands are strengthened.	Consistent with RCW 36.70A.070 and CPP LU-10.	Consistent with proposed change to TNR and CIP priority process.	No changes needed.

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T-207 The travel forecasts used to identify transportation improvements/needs ((should be based on actual growth in households and jobs that has occurred and is predicted to occur in both the unincorporated and incorporated areas, as well as growth in adjoining counties that is expected to generate traffic in King County, and should account for expected changes in personal travel behavior and feasibility of mode choices. Current travel forecasts shall be included with any major update of the Comprehensive Plan. The travel forecasts shall include a baseline year reflecting actual growth in households and jobs, and forecasts reflecting both predicted growth in the region and growth targets from the Urban Communities and Rural Legacy and Natural Resource Lands chapters.)) shall be prepared consistent with State law and on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.	Previous policy language was difficult to comprehend and included unnecessary information regarding basic travel demand forecasting techniques.	Clarifies language and makes consistent with practice.	N/A	N/A	No changes needed.
T-208 ((Level of service guidelines for allocating transit service should be developed for use, along with future population density estimates, to plan for transit service and to provide jurisdictions with realistic service expectations when planning for future growth.)) The level of service (LOS) standard for the Urban Area and designated Rural Towns shall be E except as provided in Policy T-209. The LOS standard for the Rural Area shall be B except as provided in Policy T-209. These standards shall be used in concurrency testing.	Change consistent with growth management policy of encouraging growth in Urban Growth Area and designated Rural Towns and reflected in revised concurrency ordinance.	Redefines the level-of-service for the Urban Area and rural towns.	Consistent with RCW 36.70A.011, RCW 36.70A.020, and RCW 36.70A.110, and CPP T-13.	N/A	No changes needed.
(T-209) ((The following Transportation Adequacy Measure standards shall serve as the basis for King County's level of service standards for its arterials. The Transportation Adequacy Measure standards serve as a gauge to judge the performance of the arterial system. The level of service standards, as measured by the County's concurrency management regulations, will be applied to Small Area Zones as defined by the countywide travel model. The TAM standards shall be used as a tool to evaluate concurrency for	Makes consistent with proposal to reduce number of Transportation Service Areas (TSAs) to two - TSAs: 1 and 2. Area 1 is Urban and Area 2 is Rural. This change makes the classification less confusing and easier to understand, accounts for the fact that the Travel Time methodology will be based on two	Makes consistent with proposal to reduce number of TSAs to two.	Consistent with RCW 36.70A.011, RCW 36.70A.020, and RCW 36.70A.110, and CPP T-13.	N/A	No changes needed.

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long-range transportation planning, development review and programming of transportation investments. Pedestrian and bicycle facilities should be implemented as a high priority in Transportation Service Area 1-.)	Transportation Service Areas, and it encourages more density in the urban areas.				
<u>T-209</u> <u>The LOS standard for certain minor residential and minor commercial developments, along with certain public and educational facilities, shall be LOS F. This standard shall be used in concurrency testing.</u>	This change ensures certain developments are measured against an adopted LOS standard and not granted exemptions from such LOS standard.	Makes consistent with GMA policies of not granting exemptions from LOS standards.	Consistent with intent of RCW 36.70A.020, RCW 36.70A.090, and RCW 36.70A.110, and CPP T-13.	N/A	No changes needed.
((T-210)) ((King County should use a link and intersection level-of-service analysis based on the Highway Capacity Manual to measure the cumulative performance of the transportation system at a plan level of detail. This level of service evaluation should be used to identify deficiencies for small area zones currently failing to meet concurrency. The prioritized list of transportation needs contained in the Six-Year Road Development Plan shall include projects needed to address such deficiencies-))	Concurrency program is changing and this policy amendment is being made consistent with the one being adopted by separate ordinances and codified. Specifics of the concurrency management program are contained in the concurrency ordinance. The comprehensive plan policy provides general guidance.	Make consistent with concurrency update.	Consistent with RCW 36.70A.070.	N/A	No changes needed.
((T-211)) ((In order to monitor the performance of its transportation system, to evaluate transportation system improvement strategies, and to facilitate coordination between state, county, and cities' transportation investment programs, King County recognizes the minimum level of service standards, adopted by the State of Washington for urban and rural state-owned transportation facilities, designated as "highways of statewide significance"-))	Intent of policy placed in text.	Eliminates a policy that repeats requirements in state law.	Consistent with RCW 36.70A.070.	N/A	No changes needed.
((T-212)) ((Consistent with RCW 36.70A.070(6)(C), the concurrency requirements of King County's Concurrency Management System program do not apply to transportation facilities designated as "highways of statewide significance"-))	Intent of policy placed in text.	Intent of policy placed in text.	Consistent with RCW 36.70A.070.	N/A	No changes needed.
((T-213)) <u>T-210</u> King County should work with state, regional and local governments to review and establish ((level-of-service)) <u>LOS</u> standards for state-owned transportation facilities and services.	Provides uniform language.	No impact.	Consistent with RCW 36.70A.070.	N/A	No changes needed.

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((T-214)) ((The TAM standard for Transportation Service Area 3 shall be applied to development requests in Transportation Service Area 4 for individual sites where public sewer and water service is available at the time of permit application. The availability of water and sewer service for each development shall be defined by water and sewer availability certificates issued either without conditions or with conditions that King County has determined can be reasonably fulfilled.))	Makes consistent with proposal to reduce number of Transportation Service Areas (TSAs) to two - TSAs 1 and 2. Area 1 is Urban and Area 2 is Rural.	Make consistent with proposed concurrency update.	Consistent with RCW 36.70A.070 and RCW 36.70A.110.	N/A	No changes needed.
((T-215)) ((Transportation improvements, strategies, and actions needed to serve new development shall be in place at the time new development impacts occur so that Transportation Adequacy Measure standards are maintained. If this is not feasible, then a financial commitment shall be made to complete the improvements, strategies and actions within six years. If the concurrency requirements cannot be met, certificates of transportation concurrency shall not be issued until level of service standards can be met.))	Makes consistent with new concurrency ordinance whose specifics are in the concurrency ordinance, and are codified.	Make consistent with concurrency update and place in text.	Consistent with RCW 36.70A.070.	N/A	No changes needed.
<u>T-211 Level of service guidelines for allocating transit service should be developed to be consistent with the Six-Year Transit Development Plan's policy objectives. The land use criteria that are used to determine where future transit service is allocated is established in the Six-Year Transit Development Plan's service strategies. These Service Strategies provide the framework for identifying the level of service that each community can plan for as the Six-Year Transit Development Plan is implemented.</u>	Make consistent with new concurrency ordinance whose specifics are in the concurrency ordinance, and are codified.	Make consistent with concurrency update and place in text.	Consistent with GMA, RCW 36.70A.070 and CPPs FW-18, FW-19.	Consistent with the Six-Year Transit Development Plan.	No changes needed.
((T-216)) ((King County should develop variable mode split goals for each Transportation Service Area to reflect differing circumstances such as intensity of land use and availability of alternatives to single occupancy vehicle travel.))	Proposed policy T-215 replaces this deleted policy.	Removes unnecessary policy.	N/A	N/A	No changes needed.
((T-217)) ((The County should pursue those goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high occupancy vehicle programs. The County should recognize and financially support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies.))	Makes the meaning of the policy more clear or specific.	Clarifies language of policy.	N/A	N/A	No changes needed.

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T-212 <u>King County’s transportation concurrency test shall be a two part test, involving area wide averaging of roadway congestion and measuring of congestion in specific roadway corridors.</u>	Establishes concurrency methodology.	Confirms concurrency is a two-part test.	Consistent with RCW 36.70A.070 and CPPs T-9, and FW-22.	N/A	No changes needed.
T-213 <u>A Certificate of Transportation Concurrency confirms that adopted level of service (LOS) standards are met by a proposed non-residential development or a residential concurrency zone. A certificate of transportation concurrency will be issued only if a proposed development or residential concurrency zone passes both parts of the two-part transportation concurrency test.</u>	Specifies updated concurrency requirements.	Clarification of requirements.	Consistent with RCW 36.70A.070 and CPPs T-9, and FW-22.	N/A	No changes needed.
T-214 <u>To ensure that adopted LOS standards are met, transportation improvements needed to serve new development must be currently in place, or construction for needed improvements must be funded in the adopted Six Year Capital Improvement Program.</u>	Makes consistent with the new concurrency ordinance, specifics are in the concurrency ordinance, and are codified.	Make consistent with concurrency update and place inside text.	Consistent with RCW 36.70A.070 and CPP FW-22.	N/A	No changes needed.
((T-218)) King County should maintain a Concurrency Management System designed to ensure that transportation improvements, strategies and actions needed to support new development and achieve transportation level of service standards are completed within the six year timeframe required by the Growth Management Act.	Repetition of state law and is covered in Policies T-212, T-213, and T-214.	Removes unnecessary policy.	Consistent with RCW 36.70A.070 and CPPs T-9, and FW-22.	N/A	No changes needed.
((T-219)) ((King County shall use the Community Action Strategies Subarea Priority Map to determine the appropriate priority scores for transportation capacity projects to eliminate concurrency restraints on new housing and businesses. The transportation needs prioritization process shall include a Community Action Strategies ranking criteria wherein capacity projects are scored consistent with the priority of the subarea as shown on the Subarea Priority Map.))	Makes consistent with proposal to reduce number of Transportation Service Areas (TSAs) to two - TSAs: 1 and 2. Area 1 is Urban and Area 2 is Rural.	Clarifies language, makes consistent with practice, and provides for update to priority process.	Consistent with RCW 36.70A.070.	Consistent with proposed change to TNR and CIP priority process.	No changes needed.

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((T-220)) ((The transportation service areas and service strategies described in the following table should be used to direct future transportation improvements and services.))	Makes consistent with proposal to reduce number of Transportation Service Areas (TSAs) to two - TSAs: 1 and 2. Area 1 is Urban and Area 2 is Rural. This change makes the classification less confusing and easier to understand, accounts for the fact that the Travel Time methodology will be based on two Transportation Service Areas, and it encourages more density in the urban areas.	Removes references to Transportation Service Areas from the Transportation chapter. Provides consistency with emphasis on annexations and proposed change to two LOS standards for concurrency.	Consistent with RCW 36.70A.110 and CPPs FW-9, FW-10, FW-12(b), FW-22, FW-23, T-8, T-9, T-13, T-15, T-16, LU-6, LU-10, LU-11, LU-19, and LU-25a.	N/A	No changes needed.
<u>T-215 The county should pursue mode split goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy vehicle programs. The county should recognize and support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies.</u>	Replaces previous policies on mode split. Proposed policy updates language and deletes reference to Transportation Service Areas consistent with proposed new TSA approach.	Provides policy guidance on mode split goals and replaces previous Policy T-216.	Consistent with RCW 36.70A.070 and CPPs T-10 and T-12.	N/A	No changes needed.
<u>T-302 Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable Federal, state and local environmental regulations. <u>Natural and historic resource protection should also be considered.</u> Particular care should be taken to minimize impacts ((when)) <u>where the location of such facilities ((are located where they))</u> could increase the pressure for development in sensitive areas or rural or resource lands. ((Natural and historic resource protection should also be considered.)) <u>Measures to consider to provide protection from pressure for development include arterial access restrictions and exclusion of the new capacity improvements from the concurrency test used to pre-certify development proposals.</u></u>	The intent of this change is to protect the Rural Area and Natural Resource Lands from development.	Clarifies and strengthens the requirements for protecting the Rural Area and Natural Resource Lands from induced development resulting from arterial capacity improvements.	Consistent with RCW 36.70A.011, RCW 36.70A.020, RCW 36.70A.070, and RCW 36.70A.172, and CPPs FW-4, CA-9, CA-14, FW-6, LU-1, LU-2, FW-9, FW-10, and LU-11.	N/A	No changes needed.

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T-309a <u>Arterial Functional Classification should be implemented through the King County Road Design and Construction Standards. The comprehensive plan’s Urban Growth Area boundary should provide the distinction between urban and rural arterials.</u>	<p>Provides policy basis for Arterial Functional Classification System not previously included in the Comprehensive Plan. For further clarification, please see July 2002 Draft Arterial Classification Study for the Rural Area of King County.</p> <p>Makes consistent with proposal to reduce number of Transportation Service Areas (TSAs) to two - TSAs: 1 and 2. Area 1 is Urban and Area 2 is Rural. This change makes the classification less confusing and easier to understand, accounts for the fact that the Travel Time methodology will be based on two Transportation Service Areas, and it encourages more density in the urban areas.</p>	Guides implementation of an Arterials Classification System for unincorporated King County.	Consistent with RCW 36.70A.070 and RCW 36.70A.110.	N/A	No changes needed.
T-310 King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrian, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable <u>and interconnected network that is an</u> alternative to auto usage.	Amendment broadens the non-motorized transportation network to include connections to surrounding development.	Clarifies intent and corrects language.	Consistent with RCW 36.70A.070 and CPP T-7.	N/A	No changes needed.
T-315 <u>Efforts should be made to improve ((N))nonmotorized transportation ((should be promoted)) countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel. These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.</u>	Amendment broadens the non-motorized transportation network to include connections to surrounding development.	Clarifies intent and corrects language.	Consistent with RCW 36.70.020 and CPPs FW-18, and T-7.	N/A	No changes needed.

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T-316 King County should ((include)) <u>give consideration to</u> nonmotorized transportation when general transportation improvements are made, including road construction, reconstruction, subdivision development and development of new transit systems.	This amendment clarifies the intent of the non-motorized transportation network.	Encourages the integration of nonmotorized into the transportation system.	Consistent with RCW 36.70A.070 and CPPs FW-18, T-1, and T-7.	Consistent with proposed change to TNR and CIP priority process and Six-Year Transit Plan.	No changes needed.
T-317 New land use plans, subdivisions, and urban planned development proposals should include enhancements to nonmotorized mobility and access <u>to surrounding areas</u> .	Provides clear guidance to non-motorized programs and activities.	The amendment broadens the non-motorized transportation network and reduces dependency on single-occupant vehicles for short trips.	Consistent with CPPs FW-18, T-1, and T-7.	N/A	No changes needed.
T-320 King County should evaluate and implement, when ((possible)) <u>appropriate</u> , standards for new and innovative nonmotorized treatments <u>and certain, electrically-powered, personal mobility devices such as wheelchairs or similar devices</u> .	Provides clearer guidance to non-motorized programs and activities.	This policy helps better define innovative treatments and adjusts to account for recent trends.	Consistent with RCW 36.70A.020 and CPP FW-18.	N/A	No changes needed.
T-321 King County should seek to improve pedestrian safety both within residential areas and at arterials near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety improvements should include adequate signage, markings and signalization where warranted ((, or the construction of grade-separated crossings in appropriate locations)) . To foster safe walking conditions for students, King County should continue the School ((Walkway)) <u>Pathways Program</u> .	Grade separated pedestrian crossings are seldom used, are capital-intensive, and are often difficult to configure for wheelchair access.	Makes policy consistent with practices and corrects reference to School Pathways Program.	N/A	N/A	No changes needed.
T-323 King County should work with the Puget Sound Regional Council, the State Department of Transportation, transit agencies and other jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted. This work would address the requirements of the federal Clean Air Act as amended, the air quality provisions of the federal Transportation Equity Act for the 21 st Century and the Washington State Clean Air Conformity Act <u>and should include measures to address greenhouse gas emissions</u> .	Makes consistent with increased focus on green house gas emissions as a contributing factor to global climate change.	Changes air quality policy to account for greenhouse gas emissions.	Consistent with RCW 36.70A.020 and CPP CA-14.	N/A	No changes needed.

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POLICY RP-307/RP-308 ANALYSIS MATRIX

1. [RP-307(a)]	2. [RP-307(a, c)]	3. [RP-307(b)]	4. [RP-307(d, e)]	5. [RP-307(f)]	6. [RP-307(g)/RP-308]
T-324 King County should consider the following strategies to reduce criteria pollutants <u>and greenhouse gas emissions</u> including, but not limited to: trip reduction strategies, transportation pricing controls, employer transportation management programs, work schedule changes; ridesharing programs, dedicated facilities for high-occupancy-vehicles, traffic flow improvements, parking management, bicycle and pedestrian programs, mixed use development, and car sharing programs.	Makes consistent with increased focus on green house gas emissions as a contributing factor to global climate change..	Changes air quality policy to account for greenhouse gas emissions.	Consistent with RCW 36.70A.020 and CPP CA-14.	N/A	No changes needed.
T-401 Financial resources available for transportation improvements should support a program of capital facilities needed for a multi-modal transportation system. The Transportation Priority Process should give priority to critical capacity projects needed to achieve level-of-service standards in ((Transportation Service Areas 1, 2, and 3 and to support the transportation service strategies and ensure adequate transportation facilities.)) <u>the Urban Area.</u> ((Then priority should be given to capacity projects for new growth in Transportation Service Area 4. Allocation of resources to support transportation demand management projects shall be part of the Transportation Needs Report process.))	Makes consistent with proposal to reduce number of Transportation Service Areas (TSAs) to two - Urban and Rural. This change makes the classification less confusing and easier to understand and encourages more density in the urban areas.	Removes references to Transportation Service Areas from the Transportation chapter.	Consistent with RCW 36.70A.070 and RCW 36.70A.110.	Consistent with proposed change to TNR and CIP priority process.	No changes needed.
T-402 The essential maintenance, preservation, safety and operations costs of the transportation system should be funded prior to other costs for capital improvements so that existing investment is protected and current mobility is not degraded. <u>Roadway safety improvements increase the safety of the traveling public by reducing the number and severity of accidents, providing refuge for pedestrians and bicyclists, providing positive traffic control, minimizing driver decisions, reducing hazardous roadway conditions, and reducing unexpected situations.</u> Improvements of this type include, but are not limited to, pathways, traffic signals, turn and merge lands, provisions for sight lines, removal of roadside obstacles, and improvements to lessen the likelihood of localized flooding.	Helps to define safety improvements.	Clarifies.	N/A	N/A	No changes needed.